

# WSDOT Display Guide

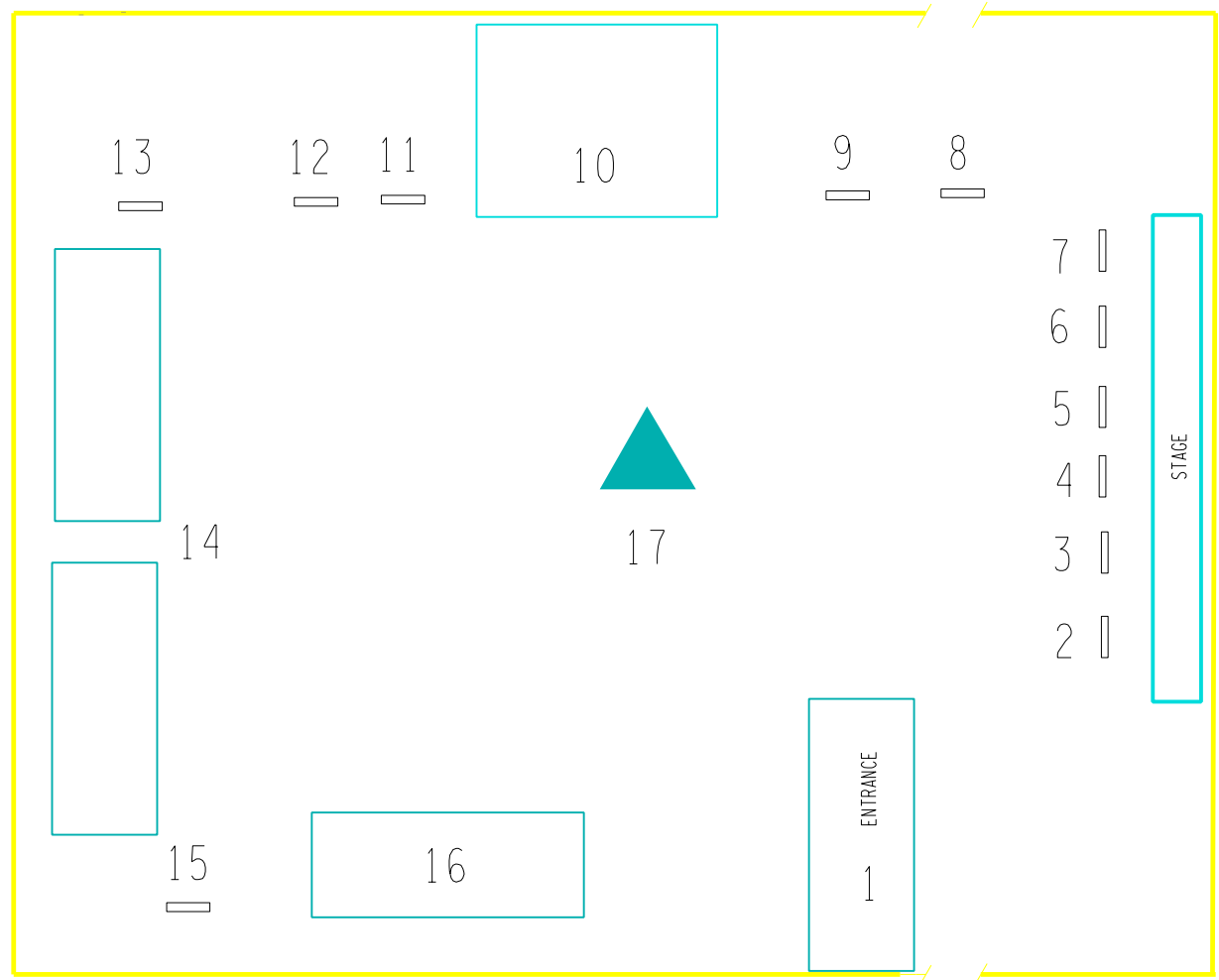
Spokane Community College

Lair Building

November 20, 2001

4:00 PM to 8:00 PM

- 1 Sign-in and Handouts
- 2 I-90 to Spokane River
- 3 Sprague Ave. I/C
- 4 NSC Connection
- 5 Liberty Park Interchange
- 6 Cross Section B
- 7 Cross Section A
- 8 Collector Distributor (C-D) Display
- 9 Proposed Modifications to 1997 FEIS Design
- 10 3D Models (old and new)
- 11 Artist Rendering
- 12 Artist Rendering
- 13 Process Development
- 14 Refreshments
- 15 Res. Aquisition Display
- 16 Real Estate Services
- 17 Overall NSC Corridor with Construction Sequence



HAMILTON

SPOKANE RIVER

SOUTH RIVERTON

MARSHALL  
ERMINA  
BALDWIN  
INDIANA  
NORA  
AUGUSTA

GREENE

MISSION

LACEY  
NELSON  
SINTO  
SHARP  
BOONE

REGAL  
FISKE  
HAVEN  
BOONE

S.C.C.

TRENT

TRENT  
INTERCHANGE

BROADWAY

SPRINGFIELD

FREYA

ALKI  
OLIVE  
FERRY  
FRONT  
MAIN

HAVANA

INTERSTATE  
FAIRGROUNDS

LIBERTY PARK  
INTERCHANGE

PERRY  
HOGAN  
HELENA  
MADELLA  
PITTSBURG

MAIN  
RIVERSIDE  
1ST  
PACIFIC

ALTAMONT

SPRAGUE

NSC/SPRAGUE  
INTERCHANGE

I-90

PACIFIC  
2ND  
2ND  
3RD

1ST

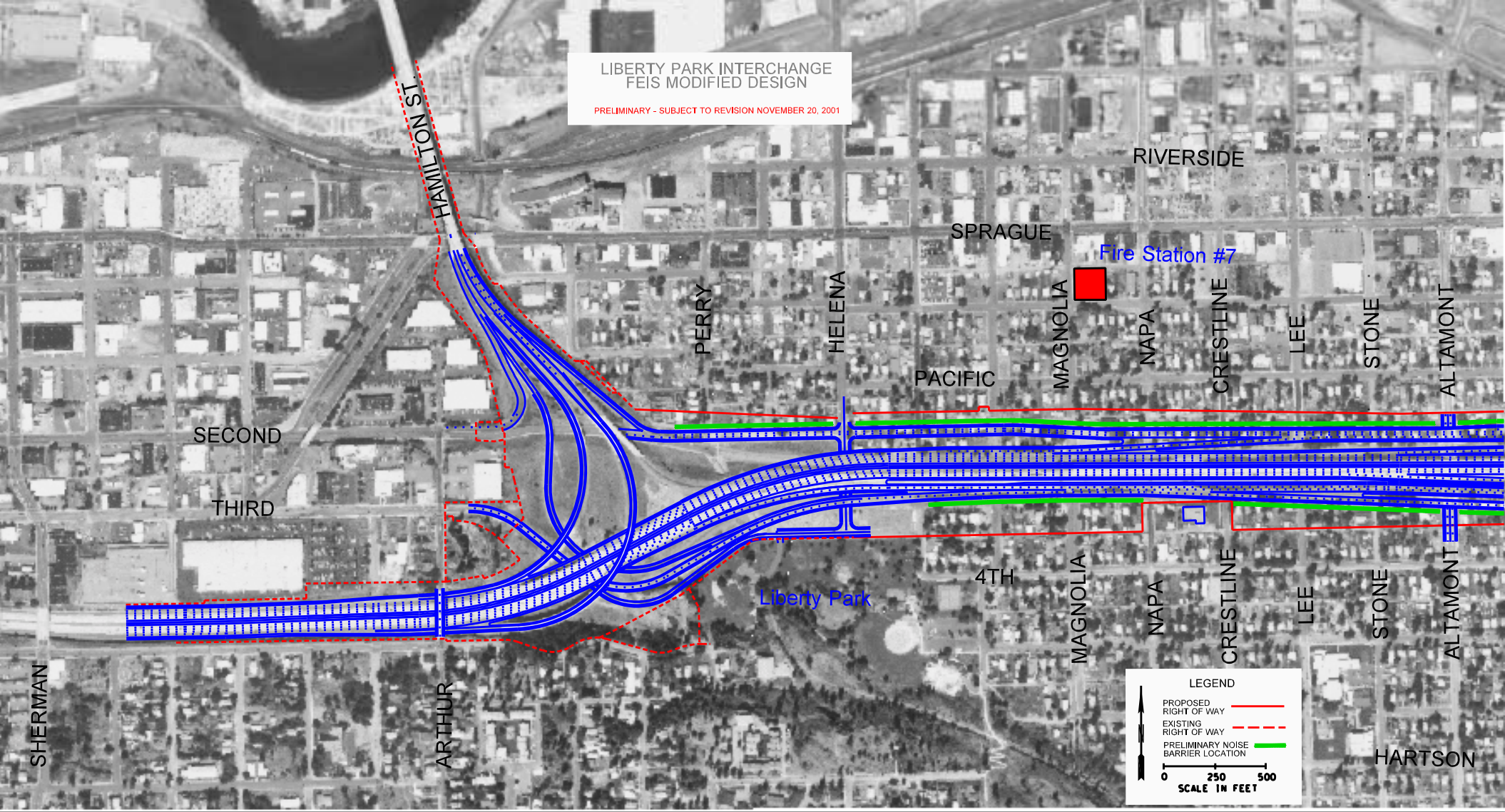
SPRAGUE  
INTERCHANGE

I-90 COLLECTOR DISTRIBUTOR  
NORTH SPOKANE CORRIDOR



LIBERTY PARK INTERCHANGE  
FEIS MODIFIED DESIGN

PRELIMINARY - SUBJECT TO REVISION NOVEMBER 20, 2001



Fire Station #7

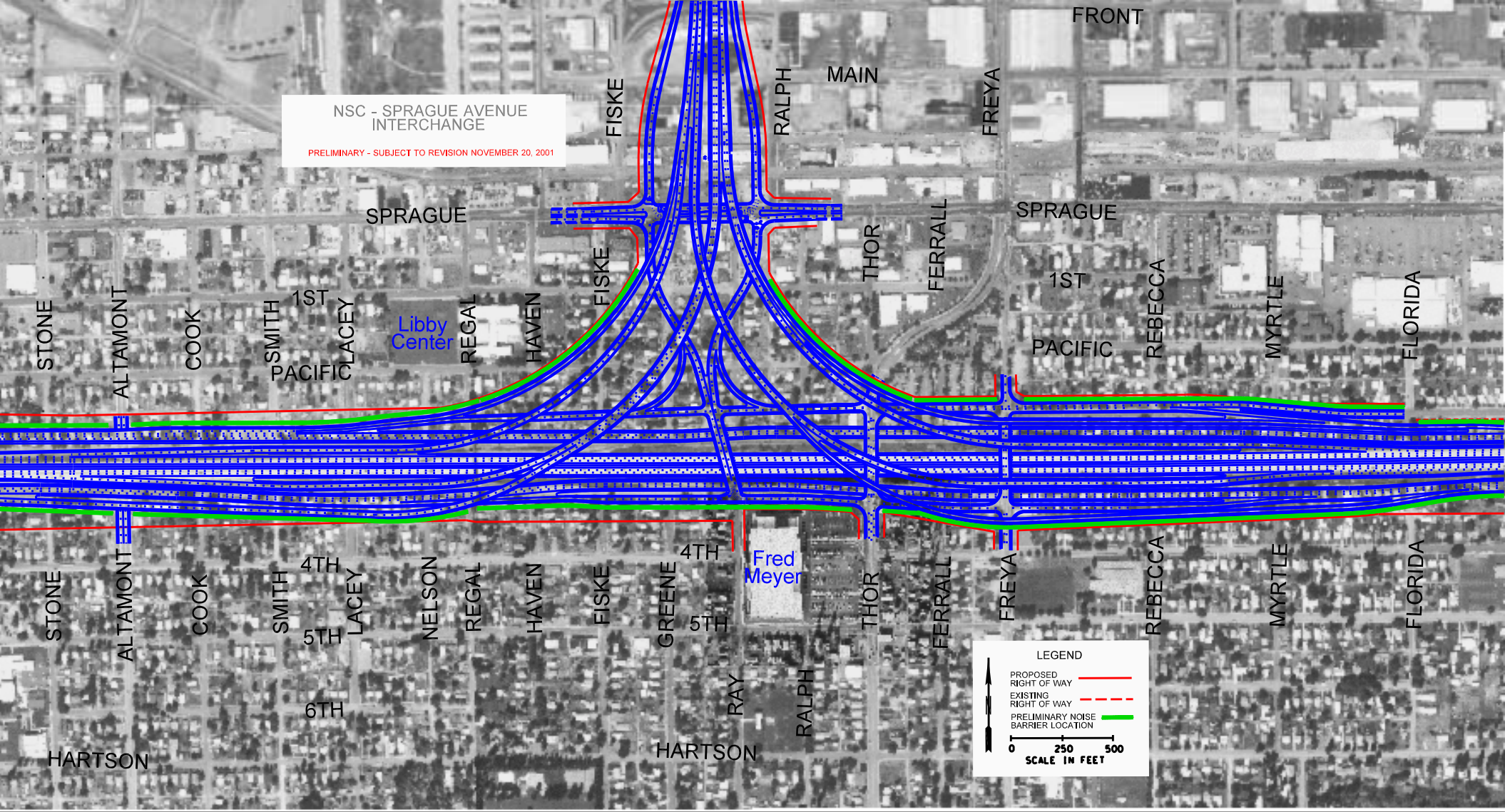
Liberty Park

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PRELIMINARY NOISE BARRIER LOCATION

0 250 500  
SCALE IN FEET





NSC - SPRAGUE AVENUE  
INTERCHANGE

PRELIMINARY - SUBJECT TO REVISION NOVEMBER 20, 2001

LEGEND

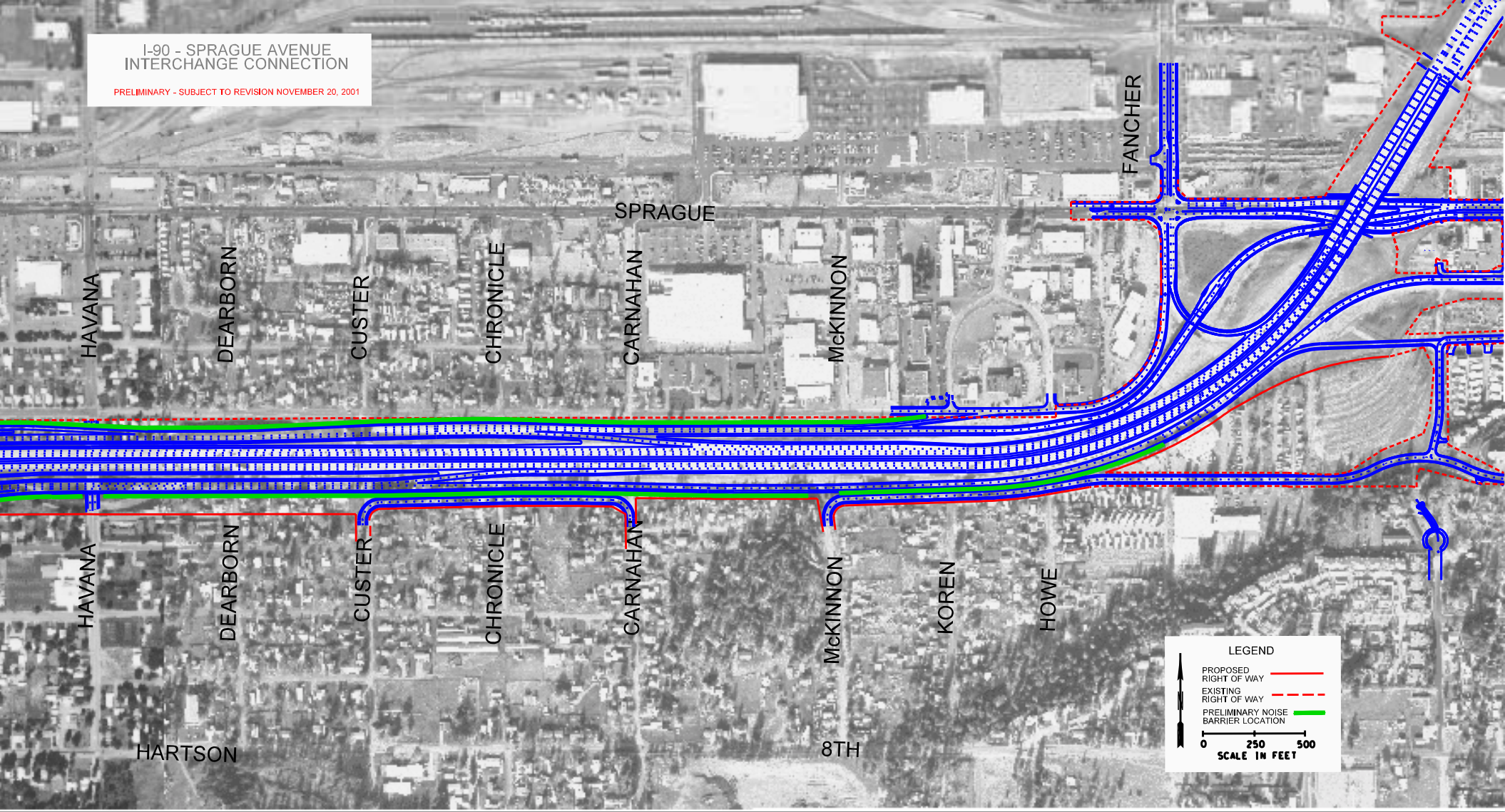
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PRELIMINARY NOISE BARRIER LOCATION

0 250 500  
SCALE IN FEET



I-90 - SPRAGUE AVENUE  
INTERCHANGE CONNECTION

PRELIMINARY - SUBJECT TO REVISION NOVEMBER 20, 2001

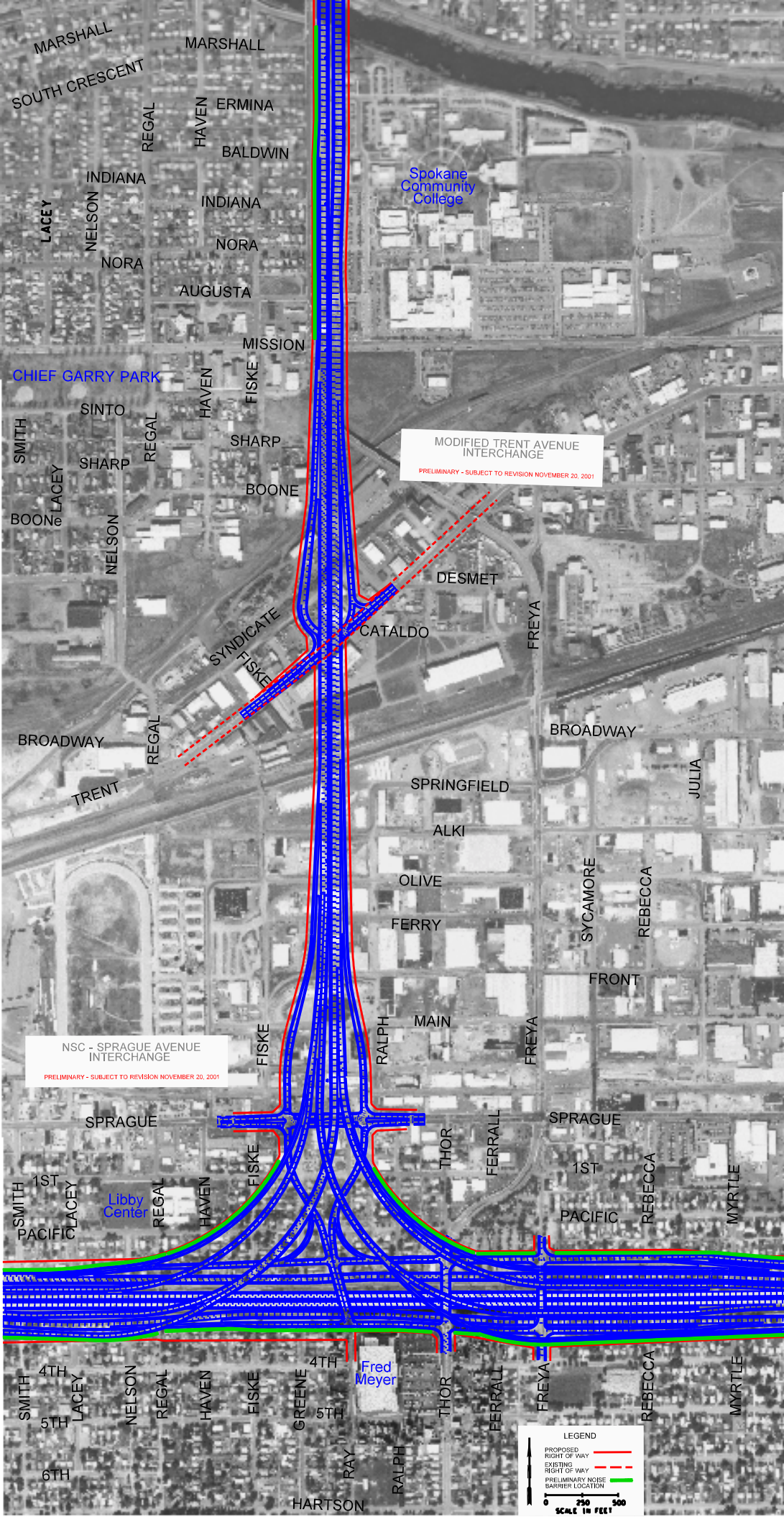


LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PRELIMINARY NOISE BARRIER LOCATION

0 250 500  
SCALE IN FEET





MARSHALL  
SOUTH CRESCENT

MARSHALL

REGAL

HAVEN

ERMINA

BALDWIN

INDIANA

INDIANA

NORA

NORA

AUGUSTA

MISSION

HAVEN

FISKE

SHARP

BOONE

Spokane  
Community  
College

CHIEF GARRY PARK

SINTO

SMITH

SHARP

REGAL

BOONE

NELSON

MODIFIED TRENT AVENUE  
INTERCHANGE

PRELIMINARY - SUBJECT TO REVISION NOVEMBER 20, 2001

DESMET

CATALDO

FREYA

SYNDICATE

FISKE

BROADWAY

REGAL

TRENT

BROADWAY

JULIA

SPRINGFIELD

ALKI

OLIVE

FERRY

MAIN

RALPH

FREYA

SYCAMORE

REBECCA

FRONT

NSC - SPRAGUE AVENUE  
INTERCHANGE

PRELIMINARY - SUBJECT TO REVISION NOVEMBER 20, 2001

SPRAGUE

FISKE

SMITH  
1ST  
PACIFIC

REGAL

Libby  
Center

HAVEN

FISKE

THOR

FERRALL

SPRAGUE

1ST

PACIFIC

REBECCA

MYRTLE

SMITH  
4TH  
5TH  
6TH

NELSON  
REGAL

HAVEN

FISKE

GREENE  
4TH  
5TH

Fred  
Meyer

THOR

FERRALL

FREYA

REBECCA

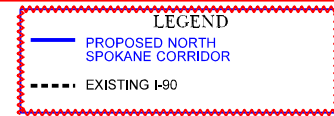
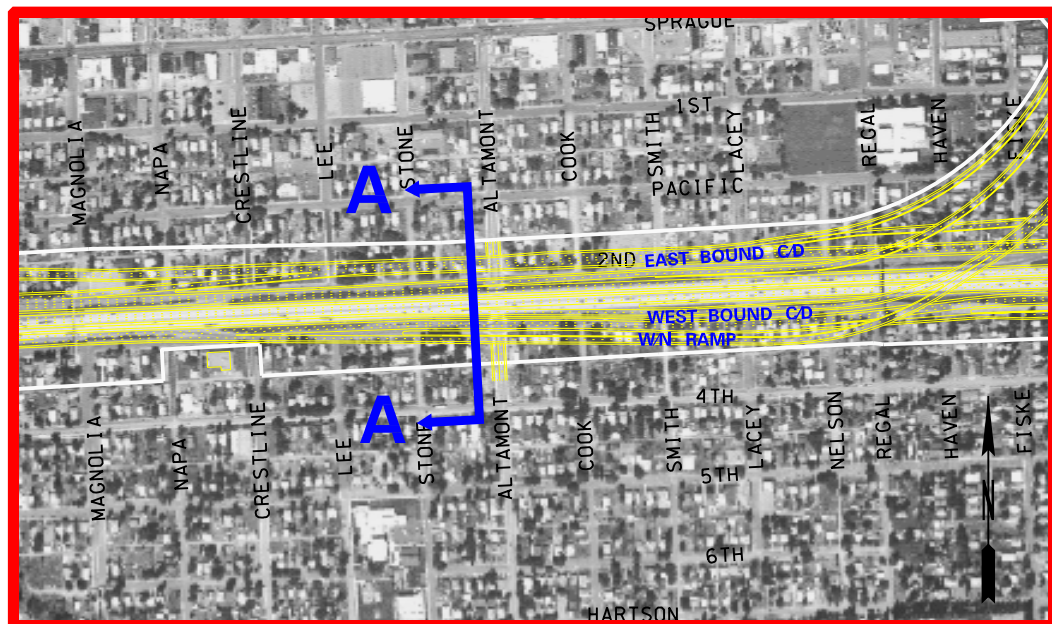
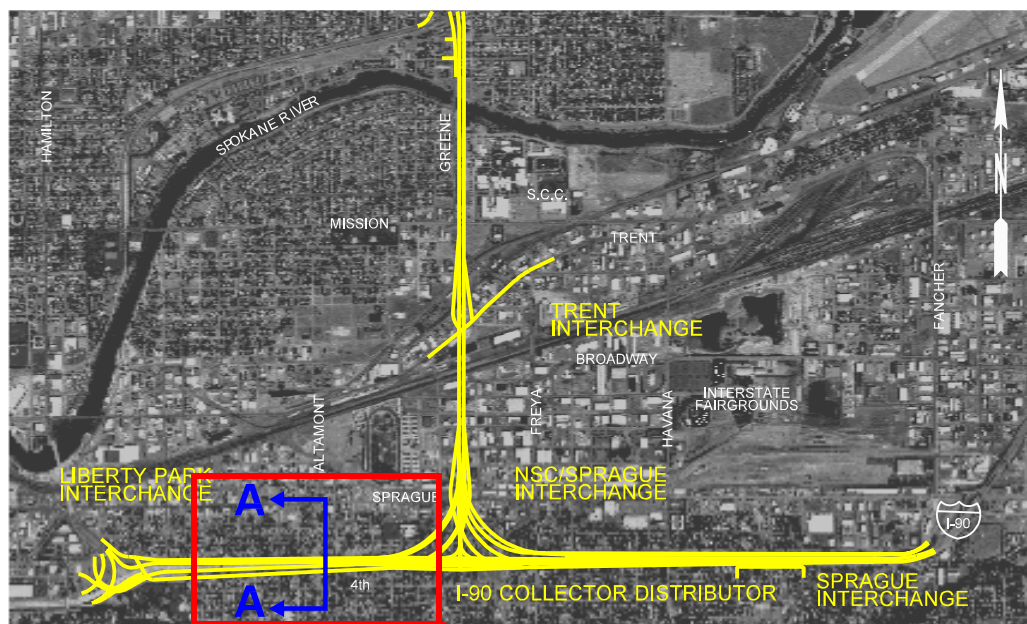
MYRTLE

HARTSON

RALPH

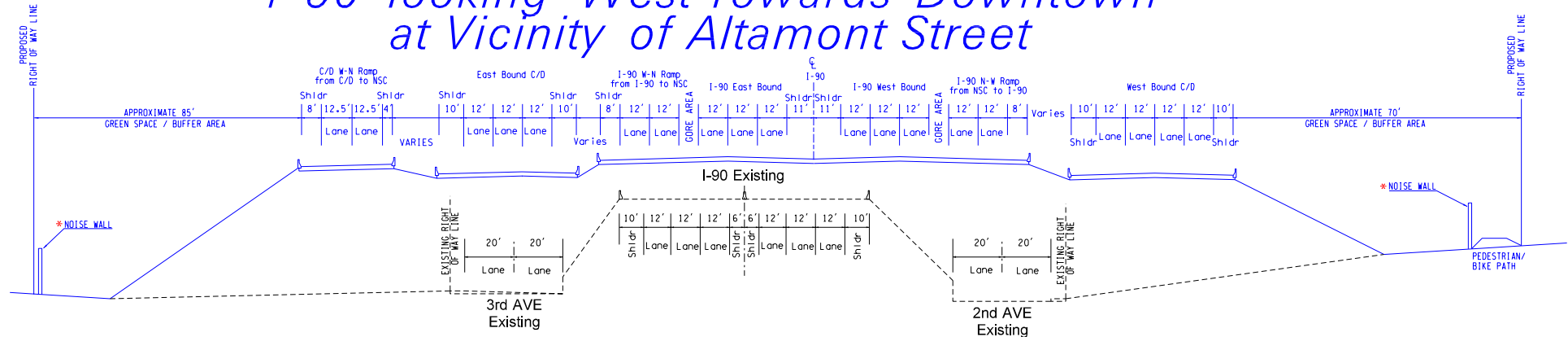


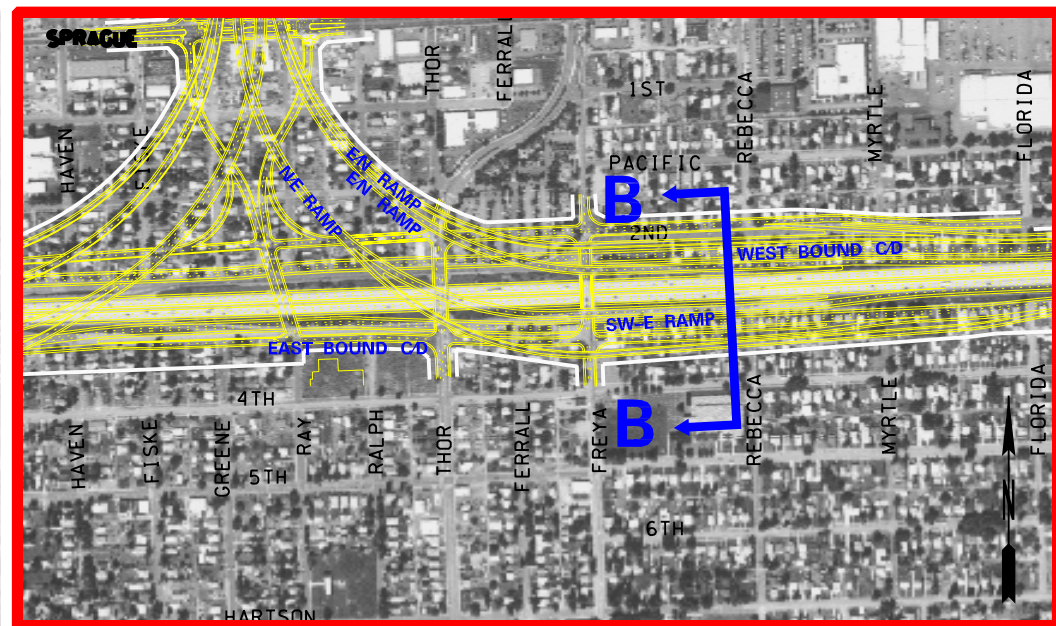
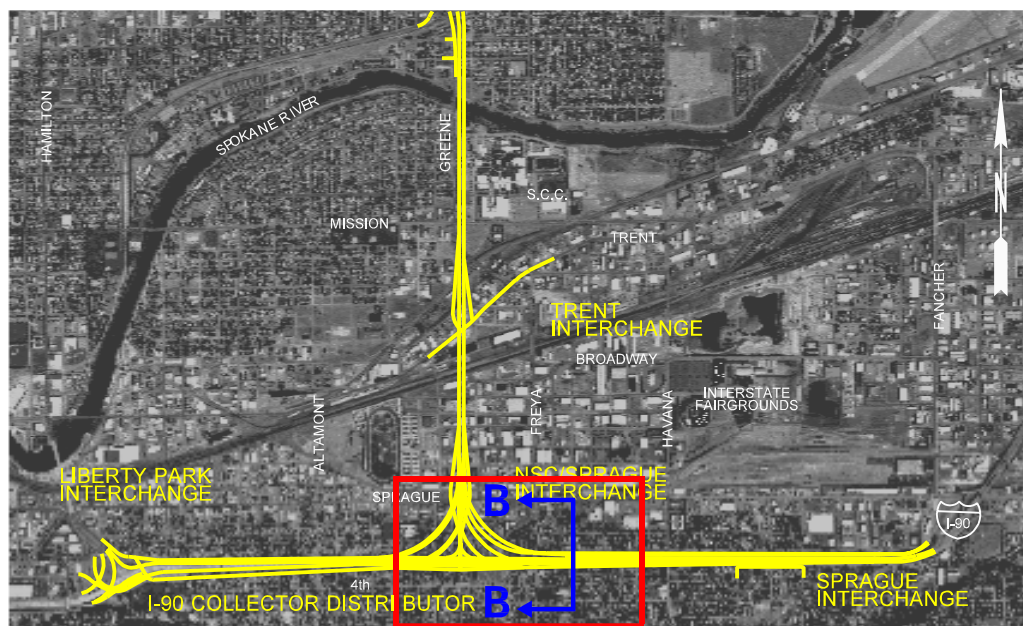




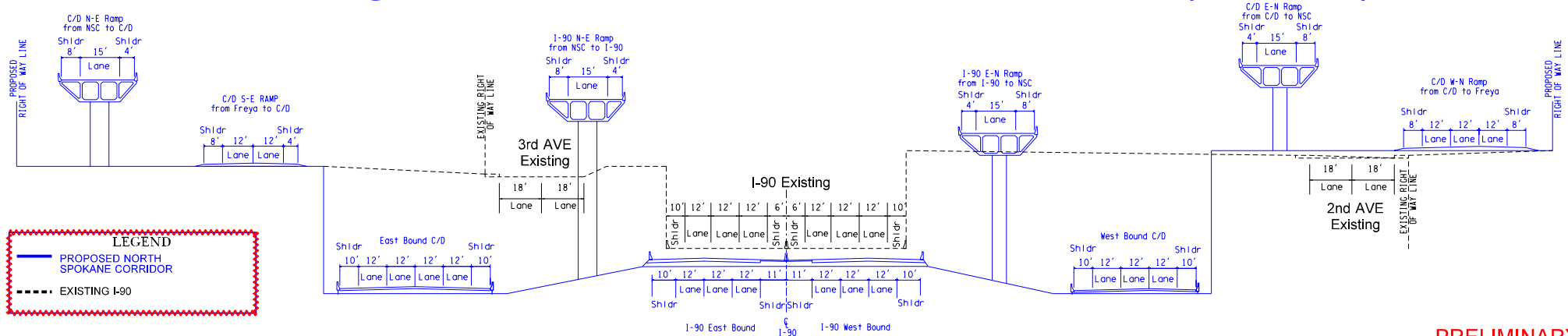
\* FUTURE NOISE WALL HEIGHT AND LOCATION TO BE DETERMINED UPON COMPLETION OF THE DESIGN

## Section A-A I-90 looking West Towards Downtown at Vicinity of Altamont Street





## Section B-B I-90 looking West Towards Downtown at Vicinity of Freya Street

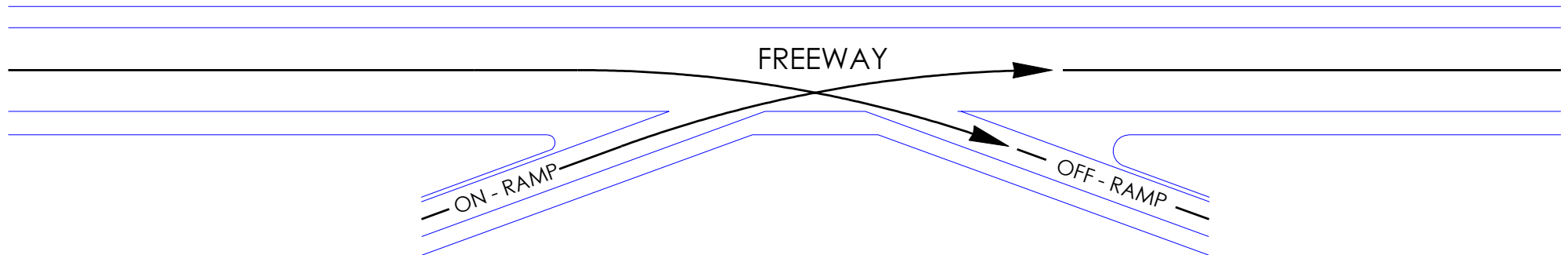




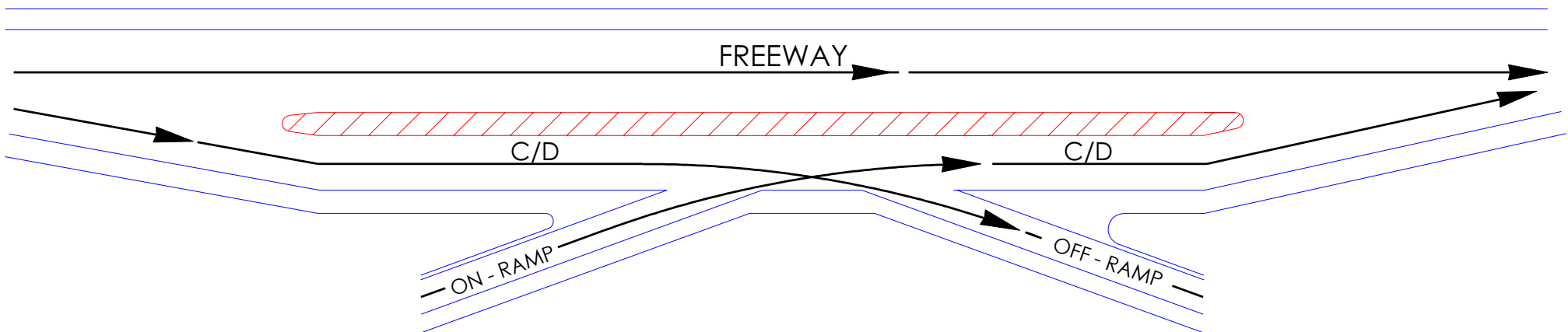
# US 395 North Spokane Corridor

## Why a Collector/Distributor?

A Collector/Distributor (C/D) is a limited access parallel roadway that reduces the number of freeway entrances and exits for the purpose of removing weaving between the entering and exiting of local traffic.



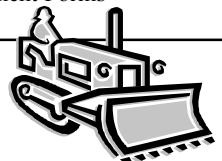
Weaving movements occur on the freeway, impacting the flow of the freeway traffic.



Weaving movements occur on the Collector/Distributor improving the flow of the freeway traffic.

## Project Development Process

OVERALL CORRIDOR	SPOKANE RIVER TO WANDERMERE	INTERSTATE 90 TO SPOKANE RIVER		
1991-1997 Final Environmental Impact Statement (FEIS)	1998-2001 Supplemental EIS, Limited Access Plans, Property Purchase and Construction	1999-2001 Preliminary Design	2001-2002 Environmental Re-evaluation	2001-2003 Design/Access Plan
<ul style="list-style-type: none"> <li>• Interdisciplinary Team (IDT) was Appointed in February 1991 to Help Direct Design and Environmental Studies</li> <li>• Draft EIS Process <i>Open House – July 1991</i> <i>Open House – October 1992</i> <i>Formal Public Hearing – September 1995</i></li> <li>• Final Environmental Impact Statement (FEIS) <i>Approved – April 1997</i></li> <li>• Record of Decision <i>Approved – November 1997</i></li> </ul>	<ul style="list-style-type: none"> <li>• Began Preliminary Design <i>Summer 1998</i></li> <li>• Combined Design/Supplemental Environmental and Limited Access Hearing, <i>Held – June 29, 2000</i></li> <li>• Final Supplemental EIS <i>Approved – September 2000</i></li> <li>• Limited Access Plans <i>Approved – October 2000</i></li> <li>• Funds Authorized for Property Purchase for First Project (Hawthorne Road to US 2 Vicinity) – <i>May 2000</i></li> <li>• Develop Contract Plans for First Project – <i>Fall 2000/Spring 2001</i></li> <li>• Anticipated Property Purchases complete within limits of first project – <i>Summer 2001</i></li> <li>• Construction Begins on First Project (Hawthorne Road to US 2 Vicinity) – <i>August 22, 2001</i></li> </ul>	<ul style="list-style-type: none"> <li>• Began Preliminary Design <i>Summer 2000</i></li> <li>• Establish Design Advisory Group, of City, County, State and Public Representatives Assembled to Provide Input on Design Alternatives for the North Spokane Corridor Project <i>October 2000 – November 2001</i></li> <li>• Open House for I-90, Chief Garry, and East Central Neighborhoods <i>September 25, 2001</i></li> <li>• Selection of Preliminary Preferred Alignment Refinements <i>October /November 2001</i></li> <li>• Open House to Present Preliminary Preferred Alignment Refinements to public <i>November 20, 2001</i></li> <li>• Value Engineering Studies               <ul style="list-style-type: none"> <li>a) Sprague Avenue to Spokane River – <i>September 1999</i></li> <li>b) Construction/Implementation of Facility – <i>January 2002</i></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Evaluation of Environmental Impacts Associated with Preliminary “Preferred Alternative” Refinements <i>March 2001 – September 2002</i></li> <li>• Development of Appropriate Documentation Under Federal Environmental Guidelines <i>June 2001 – December 2002</i></li> </ul>	<ul style="list-style-type: none"> <li>• Continue to develop Preliminary Preferred Alternative and share information with the Public through Open Houses, Neighborhood and Group Meetings <i>December 2001 – December 2002</i></li> <li>• Final Open House prior to Design/Access Hearing <i>December 2002</i></li> <li>• Design and Limited Access Hearing – <i>January 2003</i></li> <li>• Final Design and Access Changes made -- <i>January/May 2003</i></li> <li>• Approval of Design and Limited Access Plans – <i>May/June 2003</i></li> <li>• Public Involvement (<i>On-Going</i>)               <ul style="list-style-type: none"> <li>a) Newsletters</li> <li>b) Web Site</li> <li>c) Open Houses</li> <li>d) Design Advisory Group Meeting</li> <li>e) Presentations at Local Community Meetings</li> <li>f) Individual and Group Meetings</li> <li>g) Comment Forms</li> </ul> </li> </ul>





# Real Estate Acquisition Summary

Engineering creates the right of way plan sheets that show the areas needed to build the highway project. Real Estate Services is charged with the responsibility to acquire the needed property and assure the acquisitions are accomplished within the law. Eminent domain laws require the government to pay just compensation for the property needed for public uses. The steps in the acquisition process are as follows:

- ◆ Real estate appraisers will determine the market value of the property. The appraiser will:
  - *Contact you for a joint inspection.*
  - *Research sales of similar property in the market area.*
  - *Value the property before and after the project.*
  - *Determine the damages, cost to cure items, or special benefits (increase in value due to the project).*
  - *Some parcels with minor acquisitions will be valued administratively using the appraiser's sales research. You have the right to request an appraisal on this administrative value.*
- ◆ A review appraiser checks the appraiser's work and issues a 'Determination of Value' which is the just compensation that will be offered to you.
- ◆ A negotiation agent will contact you with the offer to purchase. You will be informed whether an appraisal or an administrative value is being used. The negotiator will:
  - *Explain the project and its impacts to your property.*
  - *Explain your rights under the Eminent Domain laws.*
  - *Listen to your concerns and, if necessary, convey them to engineering or appraisal for review.*
  - *Discuss the acquisition with your professional advisors (appraisers, real estate agents, lawyers, etc.).*
  - *Provide all the documents necessary to acquire the property for the project.*
  - *Submit the signed documents to headquarters for payment processing. Payments are processed within 45 days of signature.*
  - *If the negotiator is unable to reach an agreement with you, we refer the acquisition to the Attorney General to begin condemnation proceedings. Condemnation is a legal action to acquire the property needed for the project after negotiations have been unsuccessful.*
- ◆ If a residence or business is acquired by the state, you or your tenant may be entitled to relocation benefits. A relocation agent will:
  - *Explain the relocation benefits available to you under eminent domain laws.*
  - *Assist you in locating replacement housing.*
  - *Assist you in the move of your personal property.*
  - *Assist your business in re-establishing at their new location.*
  - *Assist tenants in locating replacement housing.*

Three brochures, **Transportation Property Needs and You**, **Residential Relocation Assistance Program**, and **Business Relocation Assistance Program** are published by the Department of Transportation. These booklets provide more detail into the acquisition and relocation processes. You may request a copy by contacting:

Washington State Department of Transportation  
Eastern Region Real Estate Services  
2714 North Mayfair Street  
Spokane WA 99207  
(509) 324-6286



**Washington State Department of Transportation**



# US 395 North Spokane Corridor Construction Sequence

Completion time 10 to 20 years dependent upon funding

## Section 1 Hawthorne to US 2

- **Project Length** 1.72 Miles.
- **Paved Roadway** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Hawthorne and US 2.
- **Interchange Construction** Construct the Northbound on and Southbound off loop-ramps for the Parksmith Interchange. Construct the US 2 Interchange.
- **Construction Schedule:** Start August 22, 2001.

## Section 2 US 2 to US 395 Wandermere

- **Project Length** 1.71 Miles.
- **Paved Roadway** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between US 2 and US 395.
- **Interchange Construction** Construct the Wandermere and Farwell/US 2 Interchanges.
- **Realign** The existing Shady Slope roadway to include modifications to US 2.
- **Grading** From Gerlach to Hawthorne, constructing the North and South alignments to subgrade only.

## Section 3 Spokane River to Francis

- **Project Length** 2.75 Miles.
- **Realign** The BNSF Railroad tracks at Illinois and between Garland and Francis.
- **Intersection Reconstruction** At the intersection of Market/Greene & Illinois.
- **Existing Street Improvements** At Wellesley and Francis.

## Section 4 Francis to Hawthorne

- **Project Length** 2.75 Miles.
- **Paved Roadway:** Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Francis and Hawthorne.
- **Interchange Construction** Complete the Parksmith Interchange and construct the Northbound on and Southbound off ramps of the Freya Interchange.
- **Existing Street Improvements** Along Freya between Francis and Lincoln.
- **Grading** From the Spokane River to Gerlach, construct the North and South alignments to subgrade only.

## Section 5 Trent Avenue to Francis

- **Project Length** 3.37 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Trent Ave. to the Spokane River.
- Construct a four lane divided highway on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from the Spokane River to Garland.
- Construct four lane divided highway two Northbound and two Southbound lanes from Garland to Francis.
- **Interchange Construction** Complete both the Wellesley and Freya Interchanges. Construct the Northbound on ramp for the Trent Ave. Interchange.

## Section 6 I-90 to Trent Avenue

- **Project Length** 0.85 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Main to Trent Ave.
- **Interchange Construction** Construct the Southbound off ramp for the Trent Ave. Interchange.

## Section 7 Collector/Distributor System

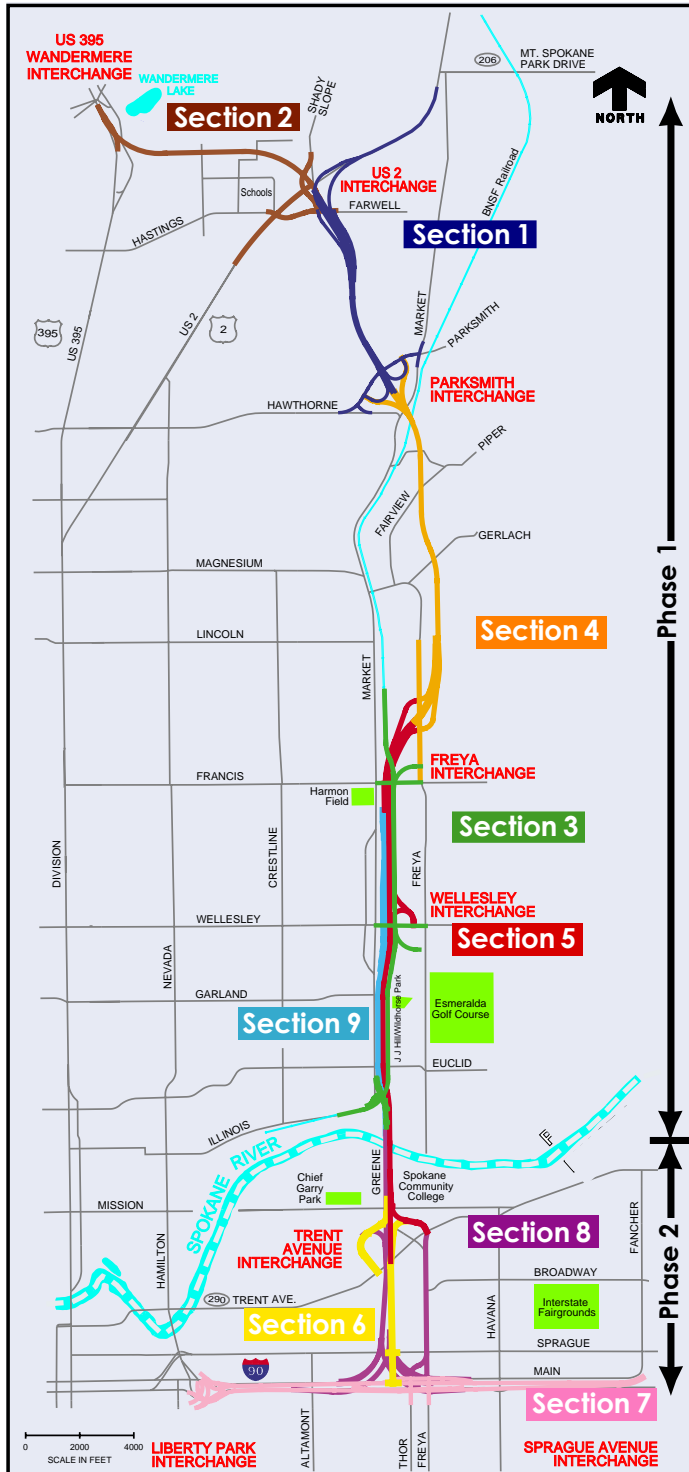
- **Project Length** 3.32 Miles.
- **Paved Roadway** Construct the Collector/Distributor System along I-90 between the Liberty Park Interchange and the Sprague Ave. Interchange. This work includes local access improvements and the construction of an overcrossing for the future Thor/Freya Couplet.

## Section 8 I-90 to the Spokane River Access Connection

- **Project Length** 1.66 Miles.
- **Paved Roadway** Construct a four lane viaduct on the corridor's West half, (Southbound lanes) to accommodate Southbound traffic from Main to the Spokane River. This work will include local access improvements along Freya, from I-90 to Trent Ave..
- **Interchange Construction** Construct Interchange ramp connections for the Collector/Distributor along I-90.

## Section 9 Spokane River to US 2

- **Project Length** 7.03 Miles.
- **Paved Roadway** Pave the corridor's previously prepared subgrade, on the West half, (Southbound lanes) from the Spokane River to Francis. Also pave the General Propose/ High Occupancy Vehicle Lanes from Spokane River to US 2.



The Limited Access and Right of Way Plans will be developed in two major phases:

**Phase 1 Spokane River North** This phase will establish a limited access corridor between the Spokane River and US 395 at Wandermere.

**Phase 2 Spokane River South** This phase extends the limited access corridor south from the Spokane River to I-90 and constructs a Collector/Distributor (C/D) System along I-90 between the Liberty Park and Sprague Avenue Interchanges; completing the overall transportation facility.



Washington State Department of Transportation

8-9-01

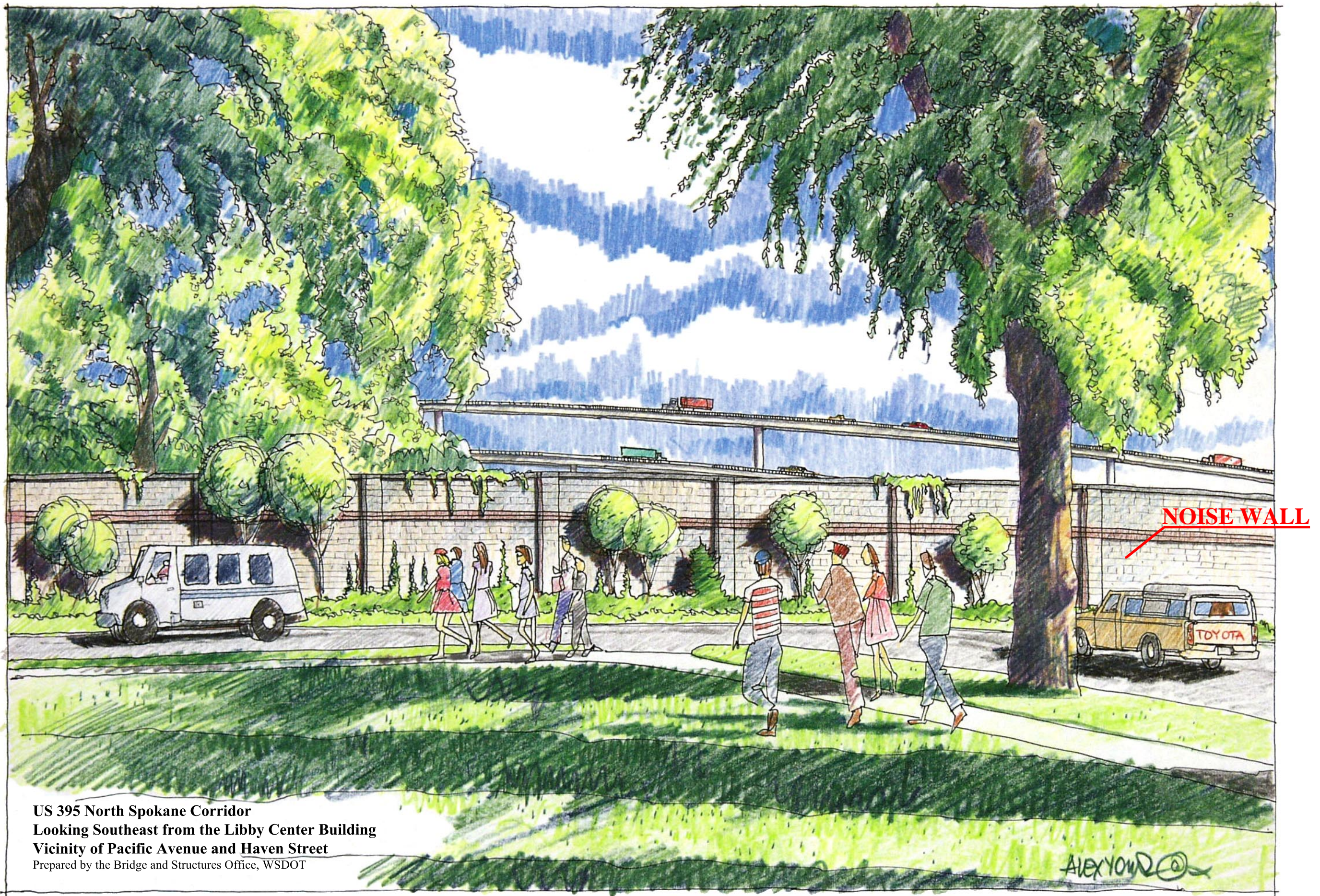
PRELIMINARY SUBJECT TO REVISION





**US 395 North Spokane Corridor**  
**Looking North from the Fred Meyer Parking Lot**  
**Vicinity of 3rd Avenue and Thor Street**  
Prepared by the Bridge and Structures Office, WSDOT





**US 395 North Spokane Corridor**  
**Looking Southeast from the Libby Center Building**  
**Vicinity of Pacific Avenue and Haven Street**  
Prepared by the Bridge and Structures Office, WSDOT



# *Typical Views of Noise Walls Within Neighborhoods "Sprague Ave to Argonne"*



# **US 395 North Spokane Corridor Project**

Model of 2001 Proposed North  
Spokane Corridor

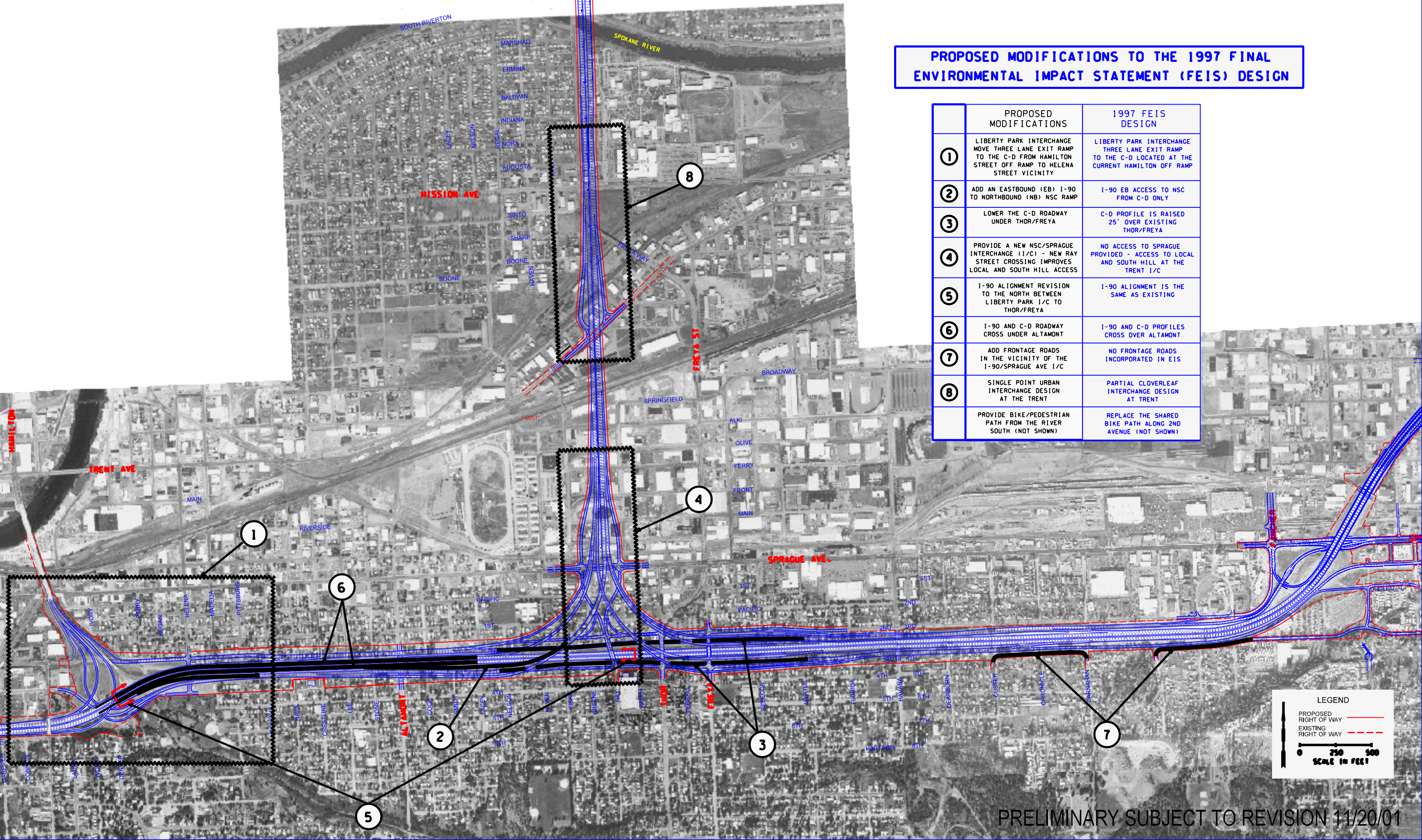


# **US 395 North Spokane Corridor Project**

1997 Final Environmental Impact Statement  
Preferred Alternative Model







PROPOSED MODIFICATIONS TO THE 1997 FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) DESIGN

	PROPOSED MODIFICATIONS	1997 FEIS DESIGN
①	LIBERTY PARK INTERCHANGE MOVE THREE LANE EXIT RAMP TO THE C-D FROM HAMILTON STREET OFF RAMP TO HELENA STREET VICINITY	LIBERTY PARK INTERCHANGE THREE LANE EXIT RAMP TO THE C-D LOCATED AT THE CURRENT HAMILTON OFF RAMP
②	ADD AN EASTBOUND (EB) I-90 TO NORTHBOUND (NB) NSC RAMP	I-90 EB ACCESS TO NSC FROM C-D ONLY
③	LOWER THE C-D ROADWAY UNDER THOR/FREYA	C-D PROFILE IS RAISED 25' OVER EXISTING THOR/FREYA
④	PROVIDE A NEW NSC/SPRAGUE INTERCHANGE (I/C) - NEW RAY STREET CROSSING IMPROVES LOCAL AND SOUTH HILL ACCESS	NO ACCESS TO SPRAGUE PROVIDED - ACCESS TO LOCAL AND SOUTH HILL AT THE TRENT I/C
⑤	I-90 ALIGNMENT REVISION TO THE NORTH BETWEEN LIBERTY PARK I/C TO THOR/FREYA	I-90 ALIGNMENT IS THE SAME AS EXISTING
⑥	I-90 AND C-D ROADWAY CROSS UNDER ALTAMONT	I-90 AND C-D PROFILES CROSS OVER ALTAMONT
⑦	ADD FRONTAGE ROADS IN THE VICINITY OF THE I-90/SPRAGUE AVE I/C	NO FRONTAGE ROADS INCORPORATED IN EIS
⑧	SINGLE POINT URBAN INTERCHANGE DESIGN AT THE TRENT	PARTIAL CLOVERLEAF INTERCHANGE DESIGN AT TRENT
	PROVIDE BIKE/PEDESTRIAN PATH FROM THE RIVER SOUTH (NOT SHOWN)	REPLACE THE SHARED BIKE PATH ALONG 2ND AVENUE (NOT SHOWN)

LEGEND

PROPOSED RIGHT OF WAY ———

EXISTING RIGHT OF WAY - - -

0 250 500

SCALE IN FEET